

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-7. (Cancelled).

8. (Currently Amended). An exhaust control system for a cylinder fuel injection engine, comprising:

cylinder injection injectors for directly injecting fuel into combustion chambers;

a catalytic converter provided in an exhaust passage from said combustion chambers for purifying an exhaust gas; and

a catalytic converter temperature measuring means for measuring a temperature of the catalytic converter for making an unfueled interval between two auxiliary injections longer when the temperature of the catalytic converter is lower than a predetermined value,

wherein at least one time of auxiliary fuel injection is performed at a timing from expansion stroke to exhaust stroke after a primary injection in which a primary fuel is injected for obtaining an output of the engine, the primary fuel injection occurring before a timing of a spark ignition in a cylinder and the auxiliary fuel injection occurs in a cylinder in a predetermined period to increase concentration of carbon monoxide and hydrocarbon in the exhaust gas, and a cylinder having no auxiliary fuel injection is operated with lean mixture and supplied surplus oxygen to the exhaust gas.

9. (Previously Presented). An exhaust control system for a cylinder fuel injection engine, comprising:

cylinder injection injectors for directly injecting fuel into combustion chambers;

a catalytic converter provided in an exhaust passage from said combustion chambers for purifying an exhaust gas; and

a catalytic converter temperature measuring means for measuring a temperature of said catalytic converter for reducing fuel amount of the auxiliary injection when the temperature of the catalytic converter is lower than a predetermined value,

wherein at least one time of auxiliary fuel injection is performed at a timing from expansion stroke to exhaust stroke after a primary injection in which a primary fuel is injected for obtaining an output of the engine, the primary fuel injection occurring before a timing of a spark ignition in a cylinder and the auxiliary fuel injection occurs in a cylinder in a predetermined period to increase concentration of carbon monoxide and hydrocarbon in the exhaust gas, and a cylinder having no auxiliary fuel injection is operated with lean mixture and supplied surplus oxygen to the exhaust gas.

10. (Previously Presented). An exhaust control system according to claim 8, wherein each period of the auxiliary fuel injection is constant.